4.2 LAND USE AND ZONING

4.2.1 Introduction

This chapter characterizes land uses and zoning in the study area and assesses the impacts of the alternatives on land use. Section 4.2.1 defines land use and zoning, and provides the regulatory context for studying this resource. Section 4.2.2 identifies the South Coast Rail project study area, summarizes regional land use conditions, and describes existing conditions (relative to land use and zoning) within the study area. Section 4.2.3 discusses the effects to land use that may result from implementing each of the proposed South Coast Rail project alternatives (including railroad alignments, stations and layover facilities). Any parcels that would be acquired for construction or reconstruction for any component of each of the alternatives are also identified in Section 4.2.3. The parcels, or portions of parcels, would be acquired by the state and by definition become publicly owned. Existing land uses would be converted to transportation/utilities uses.

The Secretary of the Executive Office of Energy and Environmental Affairs (EEA)[1] issued a Certificate on the ENF on April 3, 2009. The certificate includes a number of requirements defining the scope of the Environmental Impact Report (EIR). However, no specific requirements for evaluation of impacts to land uses or to the social and economic environment are included in the Certificate.[2]

4.2.1.1 Resource Definition

Land use refers to the types of activities occurring on a parcel, as determined by aerial photograph interpretation, local zoning designation, and field observation. Common land uses in the South Coast region include residential, commercial, recreational, and undeveloped land. Zoning is a system of land-use regulation that prescribes the use to which land may be put, based upon local (municipal) jurisdiction. Zoning is defined by the Commonwealth of Massachusetts as "ordinances and by-laws, adopted by cities and towns to regulate the use of land, buildings and structures to the full extent of the independent constitutional powers of cities and towns to protect the health, safety and general welfare of their present and future inhabitants."[3]

4.2.1.2 Regulatory Context

There are no state or federal regulations applicable to the evaluation of land use. The CEQ NEPA regulations do require that an Environmental Impact Statement evaluate a proposed action's impact on "urban quality, historic and cultural resources, and the design of the built environment," including the reuse and conservation potential of various alternatives and mitigation measures.[4] The Corps' public interest review includes land use as a public interest factor (33 C.F.R. § 320.4(a)).

4.2.1.3 Methodology

The following describe how potential direct effects of the South Coast Rail project to land use were evaluated. Potential indirect land use changes (such as changes in growth patterns) associated with the alternatives are addressed separately in Chapter 5, *Indirect and Cumulative Impacts*.

[1] Formerly, the Executive Office of Environmental Affairs.

[2] Certificate of the Secretary of Energy and Environmental Affairs on the Environmental Notification Form. South Coast Rail Project. April 3, 2009.

[3] Commonwealth of Massachusetts. *MGL c. 40A Zoning, s. 1A Definitions, "Zoning."*

[4] Council on Environmental Quality. 2009. *Code of Federal Regulations (CFR), Title 40: Protection of the Environment, Part 1502-Environmental Impact Statement, Section 16(g) Environmental Consequences (40 CFR 1502.16(g)).*

Potential direct effects to land use were evaluated by first reviewing areas where construction would be required for each of the alternative alignments outside of the existing rights-of-way. For the purposes of this evaluation, "construction" is defined as upgrading existing rail lines, reconstructing rail lines along out-of-service railroad alignments, constructing entirely new railroads, replacing existing railroad bridges and culverts, constructing new permanent or temporary railroad bridges, reconfiguring at-grade road/railroad crossings, constructing new grade-separated road/railroad crossings, constructing or reconstructing train or bus stations, and constructing layover facilities.

The analysis was conducted to determine if land acquisition would be required to accommodate construction, and identify the ownership and use of parcels designated for acquisition. "Land acquisition" is defined as taking a greater than 500-square-foot portion, or a sliver greater than 10 feet wide, of any parcel outside of the existing rights-of-way to accommodate permanent construction impacts, and is based on preliminary engineering plans. Final engineering plans may show an increase or decrease of the actual area of acquisition required, land use would be unlikely to change as a result of parcel acquisition below these thresholds, and social and economic effects would be negligible. Temporary construction impacts outside of the existing rights-of-way would not require land acquisition and are therefore not considered in this evaluation. Narrow slivers of parcels or temporary construction easements were not considered in the evaluation of land acquisition, given the scale and accuracy of the preliminary engineering plans. Aerial photographs and land use maps were examined in reference to preliminary engineering plans to identify encroachments onto adjacent parcels.

The parcel ownership and land usage were identified using multiple sources, including aerial photography, field visits, MassGIS (2005 data) and municipal mapping (obtained in 2008), information provided by Southeastern Regional Planning and Economic Development District (SRPEDD), and the *South Coast Rail Economic Development and Land Use Corridor Plan* (the Corridor Plan).[5] The general land use categories depicted on the maps reflect land use designations identified by the specific source(s) used or were aggregated for map legibility purposes. For example, the generalized land use category "open water" was based on the 2005 Land Use layer provided by MassGIS, and is also included in the DEP wetlands layer. Zoning designations were obtained from the respective communities within the study area. Because the data used for this analysis were derived from several sources with differing definitions of land use and zoning designations, these categories have been generalized in this evaluation for a suitable comparison. Four general categories of privately owned parcel land uses and zoning designations were established: residential, commercial, industrial, and undeveloped. The "industrial" category encompasses industrial businesses as well as transportation corridors and sites such as sand and gravel mining operations, the "undeveloped" category encompasses natural open space, parks and recreation sites, and agricultural lands and the "commercial" category includes institutional uses such as schools and places of worship. Where appropriate for the purposes of this evaluation, land use or zoning identified as transportation/utilities by one or more of the above sources is specifically noted as such rather than generalized as industrial.

MassGIS data supplemented by municipal data and field visits were used to characterize and map land uses and zoning at each proposed station site, within 0.5 mile radius of each proposed station site, and within 0.5 mile of each section of the alternative corridors that is not currently in transportation use.[6] These distances were selected as the maximum extent of resource areas that could potentially be affected by the proposed project.

[5] EOT. 2009. South Coast Rail Economic Development and Land Use Corridor Plan. Commonwealth of Massachusetts, Executive Office of Transportation and Public Works, and Executive Office of Housing and Economic Development. Prepared by Goody Clancy: Boston.

[6] Zoning is described on or near station sites and not in the vicinity of alternative alignments.

Appendix 4.2-A provides detailed information on the generalized land use mapping generated using MassGIS data.

4.2.2 Existing Conditions

The following describes the existing land uses and zoning in the South Coast communities along a 0.5-mile wide corridor encompassing each alternative alignment and within a 0.5-mile radius of each proposed station location. The discussion provides a regional overview of existing land use and zoning followed by a discussion of exiting land uses found in the study corridor.

4.2.2.1 Regional Overview of Existing Conditions

Land Use Study Area

The communities that would be served or that could be directly impacted by the Stoughton and/or Whittenton Alternatives are listed in Table 4.2-1. The alternative railroad alignments pass through or near these communities, and new station sites are within or near each. Land use and zoning within each of these communities, relative to the alternative alignments and station sites, is discussed in Section 4.2.2.2.

Southeastern Massachusetts, an area which includes the South Coast region, has been the fastest growing region in the Commonwealth in terms of both population and housing units. As a result, the region has been subject to rapid land development. However, cities such as Fall River and New Bedford have seen their populations decline.

Table 4.2-1 also illustrates the difference in the amount of developable land of the South Coast communities.[7] Based on 2000 MassGIS data, the majority of the land within the South Coast area remains undeveloped (65 percent) and residential (19 percent). The remaining land is agricultural (9 percent), commercial/industrial (3 percent), transportation/utility (2 percent), and recreational (2 percent).

The following sections describe the character of the typical development patterns in the South Coast communities: sparsely developed (suburban/semi-rural) and densely developed (urban).

Sparsely Developed Areas

Suburban development patterns exist in those communities closest to Boston and with good transportation connections to the Boston metropolitan area, such as Canton, Stoughton, and Easton. These communities are served by I-95/Route 128 and the existing commuter rail lines. Semi-rural communities along I-495, including Raynham and Taunton, remain predominantly rural although suburban development has been increasing. The coastal communities south of I-495 (including Freetown) are areas of seasonal residents and visitors, with residential and agricultural land uses. Residential uses within these communities are typically separated from commercial and industrial areas.

Lower-density, single-family residential developments dominate these suburban and semi-rural communities. The majority of residential land use exists along local road networks. Multi-family residential use is generally not common in these areas. However, some proposed station sites close to

[7] For purposes of this analysis, developable land is defined as large parcels of land that could be developed into new subdivisions or new commercial/industrial properties or could be placed into permanent or limited open space protection.

town centers or villages (such as in Easton and Taunton) are in areas that have somewhat higher-density housing, such as two- and three-family properties and small lots.

Commercial and industrial land uses within the region generally follow a sprawling pattern. Although commercial and industrial land uses are in city and town centers, many are also found in non-urban settings along major interstate and state highways, and at interstate exits and interchanges. Many of the largest identified commercial and industrial land use areas are found in non-urban settings away from city and town centers.

Table 4.2-1 Land Use Study Area Communities: Developable Areas

Town	Percent Developable
Canton	23.3
Stoughton	18.0
Easton	40.8
Taunton	31.5
Raynham	49.8
Berkley	N/A
Lakeville	34.4
Freetown	51.5
Fall River	33.1
New Bedford	22.4

Source: MassGIS (2000)
N/A Not Available

Densely Developed Areas

The largest cities in the region are New Bedford and Fall River, both former industrial centers, each with a population just under 100,000. Higher-density, multi-family land uses are present in these cities.

New Bedford has a long history of maritime activity, first rising to prominence in the late eighteenth century as one of the most important cities in the whaling industry. This role lasted through the nineteenth century until the decline of whale populations and the rise of petroleum products caused the industry to collapse. New Bedford remained an important textile manufacturing city into the early twentieth century, until those factories declined and relocated to regions with cheaper labor. Though diminished, manufacturing remains an important economic activity. Maritime commerce is still extremely important, as New Bedford is one of the hubs of the New England fishing industry, consistently rating as one of the busiest fishing ports in the country.

Fall River, built on a large bluff above the Taunton River, climbed to importance during the middle nineteenth century due to the availability of water power on the Quequechan River where it descends the bluff. At its height, Fall River's textile industry was second in the country only to that of Manchester, New Hampshire. Like New Bedford, Fall River suffered greatly with the decline of manufacturing in New England.

In terms of population, the third largest community in the region is Taunton, north of Fall River at the head of the Taunton River estuary. Taunton was historically known as a major city in the silversmith and shipbuilding industries. Manufacturing and electronics remain important industries.

Undeveloped Areas

The region also encompasses large expanses of forested land, as well as agricultural and recreational areas. The recreation and park areas, protected public open space and Areas of Critical Environmental Concern (ACECs) are described in Chapter 4.10, *Protected Open Space and Areas of Critical Environmental Concern*, and the agricultural lands are described in Chapter 4.11, *Farmland Soils*.

Regional and Municipal Land Use Plans

SRPEDD, the regional planning agency serving 27 cities and towns in Southeastern Massachusetts, has taken an active role in conducting studies and analyses for some of the affected communities. In conjunction with the South Coast Rail project and the Southeastern Massachusetts Commuter Rail Task Force, SRPEDD has been working with the cities and towns of the region to identify those areas that are priorities for development and priorities for land protection efforts. SRPEDD has worked with municipal officials and citizens to locate and designate Priority Development Areas (PDAs) and Priority Protection Areas (PPAs) within each community. Mapping and final PDA/PPA reports are complete for all 27 communities in the South Coast Region.[8]

4.2.2.2 Existing Conditions within the Study Corridor

Southern Triangle (Common to All Build Alternatives)

The land uses along the New Bedford Main Line (Figures 4.2-1a-d) are primarily low-density residential and undeveloped in Berkley, and forested and undeveloped land with some low-density residential through Lakeville, Freetown, and northern New Bedford. In southern New Bedford, which is urban in character, the land uses are widely mixed and dense, including high-density residential, commercial, industrial, and some institutional uses. A portion of the New Bedford Main Line runs through Taunton, including the downtown area, adjacent to residential, recreational, commercial, and industrial uses. Additional land uses that occur less frequently along the alignment include mixed use, commercial, agriculture, and municipal- or state-owned land. The most developed area along the New Bedford Main Line is in New Bedford, followed by Taunton and Berkley.

The land uses along the Fall River Secondary (Figures 4.2-2a-c) are predominantly forested, undeveloped, and low-density residential with some industrial parcels through Freetown, and moderate-density residential, undeveloped and recreational through northern Fall River. Once the Fall River Secondary enters downtown Fall River, the land uses are more mixed, including higher-density residential, industrial, and commercial properties. This is the most developed area along the Fall River Secondary. Portions of the corridor through Fall River abut the Taunton River waterfront.

Stoughton Alternative

Land use adjacent to the Stoughton Line (Figures 4.2-3a-e) is predominantly moderate-density residential through Canton, Stoughton, and Easton. The alignment passes through a large industrial area at the Canton/Stoughton boundary and the commercial center of Stoughton. Additional land uses along

[8] Southeastern Regional Planning and Economic Development District (SRPEDD) website. http://www.srpedd.org/PPA-PDA.asp. Accessed on January 2, 2013.

the Stoughton Line in these towns include agricultural, municipal-owned, and forested land (particularly in southern Stoughton and northern Easton). Easton is largely low-density residential and undeveloped land, although high-density urban development is present in downtown Easton. The railroad also passes adjacent to a large recreational parcel (golf courses) and the Southeastern Regional Vocational Technical School. In southern Easton, the alignment crosses through the Hockomock Swamp. In this area, the Hockomock Swamp is largely undeveloped with the exception of electric power transmission infrastructure extending roughly southeast to northwest across the alignment. In Raynham, the Stoughton Line passes through a greater mix of uses, such as commercial, including the former Raynham Greyhound Park, low-density residential, , as well as undeveloped area, including Pine Swamp. The land uses adjacent to the Stoughton Line through Taunton are primarily moderate- to high-density residential, supplemented by a mix of undeveloped, commercial and industrial uses.

Whittenton Alternative

Land uses within 0.5 mile of the Whittenton Alternative are the same as described above for the Southern Triangle and Stoughton Alternative, with the exception of the Whittenton Branch alignment and the Attleboro Secondary segment through downtown Taunton (Figures 4.2-4a-b). In these areas, land uses are predominantly moderate-density residential interspersed with industrial (including a gravel pit), commercial and undeveloped land. As the Whittenton Branch alignment and associated Attleboro Secondary segment pass through downtown Taunton, the nearby land uses are a mix of dense commercial, institutional, and industrial parcels.

Stations

Southern Triangle Stations (Common to All Build Alternatives)

The Southern Triangle includes two rail alignments south of Cotley Junction and the six Southern Triangle stations are therefore common to all build alternatives.

King's Highway Station Site—The King's Highway Station site, in northern New Bedford along the New Bedford Main Line on King's Highway east of Route 140, would serve all of the build alternatives (Figure 4.2-5). The station would occupy part of an approximately 55-acre site that is now a shopping plaza. The traditional strip-style shopping center contains various commercial businesses, including McDonald's, Ocean State Job Lot, Rent-A-Center, H&R Block, Family Dollar, Fashion Bug, Fashion Nails and others. A parking area occupies approximately half of the site. Adjacent uses include two smaller shopping centers and associated parking; one west and south, and one north across King's Highway.

East of the rail alignment, beyond the industrial and commercial uses, is a large residential neighborhood. This moderate-density residential neighborhood contains mostly single-family properties and some two- and three-family properties. West of Route 140 there is another residential neighborhood as well as the New Bedford Regional Airport, additional commercial and industrial uses, and a cemetery.

Zoning at the King's Highway Station site is general industrial (Figure 4.2-6). Zoning near this site is high-density single-family residential and low-density multi-family (R5), mixed use, and general and light industrial.

Whale's Tooth Station Site—The Whale's Tooth Station, at the Whale's Tooth parking lot in New Bedford along the New Bedford Main Line, would serve all of the build alternatives (Figure 4.2-7). This

14-acre site on the New Bedford waterfront was identified as the preferred site in the 2002 Final EIR. The city of New Bedford has constructed a parking lot on the site in anticipation of the rail project. This site is approximately 0.5 mile north of the proposed State Pier Station site. The site is within 0.25 mile of the waterfront and in proximity to downtown New Bedford and the Hicks-Logan redevelopment area.

The Whale's Tooth Station site is currently a municipal parcel, and adjacent parcels are mainly large-scale, maritime-related, industrial uses and undeveloped land to the east, industrial to the south, and commercial and moderate- to high-density residential uses to the west. Within the 0.5-mile radius of the Whales' Tooth Station site, Route 18 serves as a significant barrier between the industrial uses along the mixed-use neighborhood west of Route 18. North of the site, the former Wamsutta Mill building is in the process of being converted into residential units (this land use is not depicted in Figure 4.2-7, which is based on 2005 data). Wamsutta Mills is the first conversion to residential use to occur east of Route 18 within 0.5 mile of the Whale's Tooth Station site.

Zoning at the Whale's Tooth Station is general industrial (Figure 4.2-6). Zoning near this site is high-density single-family residential and low-density multi-family (R5), mixed use, and general and light industrial.

Freetown Station Site—The Freetown Station site, on South Main Street along the Fall River Secondary, would serve all of the build alternatives (Figure 4.2-8). The approximately 18-acre site currently includes both undeveloped and industrial land uses. The developed portion is occupied by a self-storage business. The surrounding land is mainly forested, with some residential and industrial uses. South Main Street is a small road but accommodates significant traffic due to the industrial uses in the area.

Generally, the 0.25-mile radius around the Freetown Station site contains few residential properties. Low-density residential uses are immediately across South Main Street and to the north, which would be sensitive noise or vibration receptors. The low-density residential neighborhood becomes more prominent 0.5 mile north of the site. Between 1 and 2 miles south of the site, at the exit from Route 24, there is a large residential population in apartment and condominium properties.

The Freetown Station site is in proximity to two industrial parks—the proposed Fall River Executive Park and the Riverfront Park—that are projected to provide thousands of jobs.[9] There are industrial parcels north and south of the site, including the Stop & Shop Distribution Center.

Zoning at the Freetown Station site is mixed use (Figure 4.2-9). Zoning near this site is light industrial and mixed use.

Fall River Depot Site—The Fall River Depot Station, 1 mile north of downtown Fall River along the Fall River Secondary at Route 79 and Davol Street, would serve all of the build alternatives (Figure 4.2-10). The proposed station would be on a site bounded by Pearce Street to the north, the existing railroad line to the east, Braylies Street to the south, and North Davol Street to the west. A portion of the site was last in industrial use but is now vacant; other portions include commercial uses. A historic train station, now demolished, was on the site. The northern portion of the site was a foundry, and the Old Colony Depot was occupied by a steel company. The proposed Battleship Cove Station site is approximately 1 mile south of the Fall River Depot Station site.

[9] Massachusetts Executive Office of Transportation and Public Works and Massachusetts Bay Transit Authority, Station Siting Report EOT's Final Recommendations, October 10, 2008.

The adjacent parcels are all commercial; some are vacant. Within the 0.5-mile radius of the Fall River Depot Station site is a dense residential neighborhood to the east, an older shopping plaza to the north, and a redeveloping waterfront across Route 79 to the west. Residential properties immediately east of the railroad line appear to be new or recently upgraded, reflecting ongoing improvements to this neighborhood.

The developing waterfront along Route 79 consists of a mix of uses, including industrial, residential, commercial, municipal, and recreational/open space. The Fall River Depot Station site is somewhat isolated from the waterfront. Connectivity between the site and the waterfront is currently limited to an underpass at President Avenue (one block north of the site).

Zoning at the Fall River Depot Station site is general industrial (Figure 4.2-11). Zoning near this site includes high-density, single-family residential and low- to moderate-density multi-family (R5 and MM), general business, and general and light industrial.

Battleship Cove Station Site—The Battleship Cove Station, an approximately 2.2-acre site along the Fall River Secondary on the Fall River waterfront at the Ponta Delgada Plaza, would serve all of the build alternatives (Figure 4.2-12). The site is a triangular-shaped parcel adjacent to the monument, currently owned by the city of Fall River, between the existing railroad and Water Street. Portions of the site occupy what used to be part of Crab Pond that was filled in ca. 1982; this activity was authorized by Department of the Army Permit No. MA-FALL-80-161, issued by the Corps of Engineers on June 2, 1980. The Fall River Depot Station site (described above) is approximately 1 mile north of the Battleship Cove Station site.

The immediately adjacent parcels are mostly industrial, including a Federal Express Distribution Center and a converted mill building. Commercial and institutional land uses are beyond the industrial uses to the north and southwest. Other uses in the vicinity include a dense residential neighborhood to the east and municipal land to the south. The residential neighborhood contains scattered mixed-use and commercial properties, as well as a few institutions and religious uses.

The Battleship Cove Station site is on the waterfront, close to downtown Fall River, near the Fall River Heritage Park and other tourist attractions such as the Heritage State Park, the Old Colony and Fall River Rail Museum, and the Marine Museum. The waterfront area is characterized by old manufacturing buildings and vacant land that the City would like to redevelop.

Zoning at the Battleship Cove Station site is general industrial (Figure 4.2-11). Zoning near this site includes high-density, single-family residential and low- to moderate-density multi-family (R5 and MM), general business, and general and light industrial.

Taunton Depot Station Site—The Taunton Depot Station (formerly, East Taunton [North]) site is at the rear of Target Plaza off of Route 140 (Figure 4.2-13). The site is currently undeveloped, with half the site cleared and half forested. The 14-acre site is primarily surrounded by forest and undeveloped parcels to the north, west, and south. Target Plaza, east of the site, is a big-box retail site that contains a Target, Home Depot, and other stores. Beyond the railroad alignment to the west is a low-density residential neighborhood.

In addition to undeveloped land, the 0.5-mile radius surrounding this site predominantly consists of residential, agricultural, and commercial (primarily Target Plaza) uses. Residential uses along Route 140

are moderate-density, such as small apartment buildings and townhomes. Single-family residential uses are west of the site.

Zoning at the Taunton Depot Station site is moderate-density, single-family residential (Figure 4.2-14). Zoning near this site is predominantly moderate-density, single-family residential with some general industrial.

Stoughton Alternative Station Sites

In addition to the Southern Triangle, the Stoughton Alternatives would provide commuter rail service from South Station through Stoughton to Canton Junction and Weir Junction. The Stoughton Alternatives have five stations in addition to the Southern Triangle stations described above. This section discusses the land use and zoning at or near the proposed station sites for the Stoughton Alternative.

Stoughton Station Site—As described in Chapter 3, *Alternatives*, the existing Stoughton Station would be relocated to accommodate a second track. The station would be shifted from its present location between Porter and Wyman streets to a new location south of the Wyman Street at-grade crossing (Figures 4.2-3a and 4.2-3b). The proposed station site is privately owned and is currently occupied by commercial and industrial uses, including warehouses/office space used by the Alpha Chemical Company and property of the Murphy Coal Company (fuel storage and materials handling yard, parking lot, and vehicle repair garage).

The Stoughton Station site is surrounded by developed land in the center of Stoughton. Land uses within 0.5 mile of the relocated Stoughton Station include a mix of industrial, commercial, and residential, along with community facilities such as the Stoughton Public Library.

The Stoughton Station site is located within a general industrial zoning district (Figure 4.2-3a). Surrounding zoning districts include central business and general business districts to the north in the center of Stoughton, a general business district to the east (between the railroad tracks and Washington Street) and several single-family residential zoning districts.

North Easton Station Site—The proposed location for the North Easton Station is off Route 138 near the Easton-Stoughton municipal border (Figure 4.2-15). The site is largely hidden from Route 138, behind an approximately 10-acre retail plaza that is anchored by the Roche Brothers Supermarket. The North Easton Station site is currently undeveloped. New medical buildings have recently been constructed nearby and two additional buildings are planned. In addition to the commercial and offices uses at the shopping plaza, the site is surrounded by forest and undeveloped land.

Residential, forested, and institutional uses are within a 0.5-mile radius of the North Easton Station site. South of the site is a sparsely-settled suburban residential area interspersed with commercial uses. The area north of the site along Route 138 is characterized by a mix of apartments and automobile-oriented commercial uses.

The residential uses near the North Easton Station site are moderate- to low-density characterized by single-family homes south of the site and small apartment buildings west and north of the site. Many of the homes in this area appear new and were most likely built within the last 30 years.

Zoning at the North Easton Station site is general business (Figure 4.2-16). Zoning near this site is almost entirely low-density single-family residential with some general business zoned land in both Stoughton and Easton.

Easton Village Station Site—The Easton Village Station site is south of the historic H.H. Richardson train station (Figure 4.2-17). This site is within Easton Village (downtown Easton). Adjacent land uses are commercial, institutional, undeveloped and industrial. A new 113-unit residential condominium complex is under construction directly west of the historic station. Specifically, these land uses include a restored mill complex that currently contains offices,[10] the former train station (now occupied by the Easton Historical Society), and a municipal park adjacent to Shovel Shop Pond to the east. Residences are located within 0.25 mile of the site.

Within a 0.5-mile radius of the Easton Village Station site is predominantly moderate-density residential development typical of a New England town center. These residences are closely set and generally greater than 50 years old. Other uses in the vicinity include commercial, municipal, and institutional properties, as well as a state-owned property and places of worship/religious institutions. Other properties include a town-owned parking lot, an H.H. Richardson-designed library, and a vacant mill building.

South of the Easton Village Station site, Main Street is characterized by an approximately two-block strip of small, two-, and three-story commercial properties. Many former single-family homes along Main Street have been converted to commercial uses and contain low-intensity professional services such as a doctor's office or realtor. Some of these properties are residential with a home office.

Zoning at the Easton Village Station site is general industrial (Figure 4.2-16). Zoning near this site is almost entirely low-density single-family residential, with small areas of light industrial and general business.

Raynham Park Station Site—The Raynham Park Station is at the former site of the Raynham-Taunton Greyhound Park in Raynham (Figure 4.2-18). The station would be on a portion of this 80-acre site. Although noted as recreational in Figure 4.2-18 due to the race track on the larger site, the specific station site is currently a paved roadway and parking lot, and portions of an industrial operation. The site is currently used as simulcast/off-track betting facility.

The land uses adjacent to the Raynham Park Station site are a mix of forest, recreation, industry, and commercial. The former greyhound park property occupies much of the land in the 0.5-mile radius around the site. North of the site, Route 138 is primarily forested. South of the site, Route 138 has low-density residential uses and an agricultural parcel. Multi-family residential properties are more than 1 mile to the north.

Zoning at the Raynham Park Station site is general industrial (Figure 4.2-19). Zoning near this site is almost entirely general industrial, with some general business and low-density, single-family residential.

Taunton Station (Dean Street) Site—The Taunton Station is at the Dean Street site (Figure 4.2-20). The site is approximately 8 acres and is near Route 44 just north of the historic train station. Downtown Taunton is approximately 0.75 to 1 mile from the site. The site is bounded by Arlington Street, Belmont Street, and the existing railroad and is primarily vacant. Currently, parcels comprising the site are owned

[10] This parcel is noted as institutional on Figure 4.2-16 due to the ownership.

by the city and by private entities. The city-owned parcel was a former rubber plant that burned. The city of Taunton has invested in remediating this Brownfield site in anticipation of a future train station. The two private parcels are:

- A former granite storage facility that partially burned in March 2008. One building and a garage remain on this parcel.
- An undeveloped lot used for storage for a nearby auto-body use on Arlington Street. This parcel is currently vacant and contains debris.

Adjacent parcels are forest to the north and east, residential to the west, and commercial to the south. Industrial, institutional (nursing home), and recreational/municipal (ball fields) properties interspersed with forest are east of the railroad right-of-way, and accessed from Longmeadow Road or Dean Street.

Moderate-density residential is the predominant land use within 0.5 mile of the Taunton Station site, particularly north and west. A few commercial, industrial, religious, and undeveloped parcels are scattered throughout the vicinity. The Taunton River runs south of the site under Route 44. South of the river is a large area containing forest and agricultural land. The residential neighborhoods north and west of the site, the nursing home, and the recreational fields east of the site would be sensitive noise and vibration receptors.

The city of Taunton recently adopted a Transit Development District zoning overlay at this station site; the zoning at the Taunton Station site is mixed-use (Figure 4.2-21). Zoning near this site is almost entirely moderate-density, single-family residential with an area of general industrial, and an area of limited business.

Whittenton Alternatives Station Sites

The Whittenton Alternatives would involve the same stations as the Stoughton Alternatives, with the exception of the Taunton (Dean St.) station that is bypassed by the Whittenton Alternatives alignment. Instead of a station at Dean St., the Whittenton Alternatives would have a station at Dana Street in Taunton along the Attleboro Secondary. Land uses surrounding the proposed Dana Street station are diverse, and include industrial, residential and agricultural uses (Figure 4.2-39). Zoning districts around the station site include a highway business commercial district, residential districts and a conservation district.

Layover Facilities

Two overnight layover facilities are required for the Build alternatives, one each at or near the end of the Fall River Secondary and the New Bedford Main Lines. A total of five alternative sites were identified in the DEIS/DEIR, three for the Fall River Secondary and two for the New Bedford Main Line. Subsequent to the DEIS/DEIR, MassDOT reviewed the alternative sites and identified the Wamsutta site as their preferred alternative for the New Bedford Line and the Weaver's Cove East site as their preferred alternative for the Fall River Secondary Line. This section provides basic descriptions of each layover facility site and an indication of its location in reference to existing land uses.

Layover facility plans are conceptual at this point, consisting only of general layouts and footprints. Tracks at the train layover facilities would diverge from the respective through lines (Fall River Secondary, or New Bedford Main Line) and consist of a series of short parallel spurs upon which trains

would be parked for overnight layovers and light maintenance work. Parking areas for employees would be included within the facilities, and hooded lights would minimize light pollution. Small site structures are planned for storage and personnel change rooms. The facilities would be fenced and lighted for security. Conceptual designs for these facilities that have been developed subsequent to the DEIS/DEIR are discussed in Chapter 3, *Alternatives* (Section 3.2.16).

Weaver's Cove East Layover Facility Site

The proposed Weaver's Cove East site layover facility (Figure 4.2-22) would be constructed along the east side of the Fall River Secondary and would serve all Build alternatives. It would be located in Fall River west of Main Street between the existing Fall River Secondary and Main Street, approximately 2.5 miles from the southern terminus of the Fall River Secondary.

Currently vacant land, a portion of the Weaver's Cove East site, was previously developed. Approximately one-half of the site is cleared of vegetation or includes remnant building foundations; the remainder of the site is vegetated. Surrounding land to the north, east, and south is residential; industrial land use is present to the southwest. Undeveloped land is immediately west of the site, adjoining the Taunton River. The industrial site to the southwest is a former Shell Oil facility, and consists of completely cleared land with several large aboveground storage tanks and a short shipping dock.

Wamsutta Layover Facility Site

The proposed Wamsutta site layover facility (Figure 4.2-23) would be constructed along the New Bedford Main Line and would serve all Build alternatives. It would be located in New Bedford near the intersection of Wamsutta Street and Herman Melville Boulevard, near the southern terminus of the New Bedford Main Line, just north of the Whale's Tooth Station.

The Wamsutta site is a previously developed site, currently used as a rail yard for CSX, within an industrial area. The site is visible from adjacent roads and buildings. Adjoining properties are transportation corridors or industrial in nature. Industrial sites are located north, east, and south of this location, and Route 18 to the west. No commercial or residential properties, or open spaces, are located in close proximity to this site.

4.2.3 Analysis of Impacts

4.2.3.1 No-Build (Enhanced Bus) Alternative

The No-Build Alternative (Enhanced Bus) would improve transit service to Boston from New Bedford, Fall River, and Taunton by adding more buses to existing routes. Under this alternative, no new rail or bus service would be provided to Southeastern Massachusetts.

No new construction or land acquisition would be required for the No-Build Alternative. Therefore, the No-Build Alternative would have no direct impacts on land use.

4.2.3.2 Southern Triangle (Common to all Build Alternatives)

Portions of the rail lines within the southern part of the South Coast Rail study area are common to all Build alternatives. These rail lines form a rough triangular shape running south from Myricks Junction to Fall River (the Fall River Secondary) and from Weir Junction through Myricks Junction to New Bedford

(the New Bedford Main Line), and are therefore referred to as the Southern Triangle (Figure 1.4-1). The following sections describe the direct environmental consequences to land uses that may result from new construction for these two common components of the Build alternatives of the South Coast Rail project. The northern part of the South Coast Rail study area is described in subsequent sections for each alternative.

Fall River Secondary

The Fall River Secondary is currently a freight track and would be upgraded and maintained to Federal Rail Administration (FRA) Class 7 options[11] for the South Coast Rail project. The majority of the 12.3-mile-long alignment would be single-track, with a 0.7-mile double-track segment at Myricks Junction and a 1.0-mile double-track section adjacent to the Fall River Golf Club. Three sidings are also proposed in Freetown and Fall River to allow flexibility between commuter and freight operations. The public at-grade road/railroad crossings that would remain open would be reconfigured and/or improved to meet current safety standards. The existing freight service using the Fall River Secondary is diesel-powered; no electrical infrastructure is present. New catenary supports and wires would need to be constructed along the length of the line, and two new traction power facilities would need to be constructed for the electric alternatives. Potential direct impacts to land uses resulting from constructing the upgraded rail lines and electrical infrastructure are described below.

Two new stations would be constructed in Fall River (Battleship Cove and Fall River Depot) and one new station would be constructed in Freetown (Freetown). One new layover facility would be constructed in Fall River, at the Weaver's Cove East site. Potential direct impacts to land uses resulting from constructing the new stations and layover facilities along the Fall River Secondary are considered below in the Stations and Layover facilities sections.

New Bedford Main Line

The 19.4-mile existing New Bedford Main Line freight track would be upgraded to FRA Class 7 options for the South Coast Rail project. Two tracks would be constructed between Weir Junction and Myricks Junction, and with a 0.9-mile third track for freight movements near Taunton Depot Station. A short segment of the line would be double-track south of Myricks Junction, 0.8 mile. The remainder of the line would be single-track, with the exception of a 1.8-mile double-track section in Freetown and a 1.7-mile section in New Bedford. The existing public at-grade road/railroad crossings that would remain open would be reconfigured and/or improved to meet current safety standards. One public at-grade road/railroad crossing would be closed. The existing freight service using the New Bedford Main Line is diesel-powered; no electrical infrastructure is present. New catenary supports and wires would need to be constructed along the length of the line, and four or five traction power facilities (depending upon the alternative selected) would be constructed for the electric alternatives. Potential direct impacts to land resulting from constructing the upgraded rail lines and electrical infrastructure are described below.

Two new train stations would be constructed in New Bedford (Whale's Tooth and King's Highway) and one new train station would be constructed in Taunton (Taunton Depot). One new layover facility would be constructed in New Bedford at the Wamsutta site. Potential direct impacts to land uses resulting from constructing and using the new stations and layover facilities along the New Bedford Main Line are considered below.

[11] FRA. 2009. 49 CFR 213.9 Classes of Track: Operating Speed Limits. U.S. Department of Transportation, Federal Railroad Administration.

Property Acquisition

The number, area, public or private ownership, and general land use of parcels that would be acquired in each municipality along the Fall River Secondary right-of-way and New Bedford Main Line right-of-way (i.e., the Southern Triangle) and for the traction power facilities for the electric alternatives, are summarized in Table 4.2-2 and shown in Figures 4.2-1a-d and 4.2-2a-c.

Table 4.2-2 Southern Triangle Land Acquisition: Fall River Secondary and New Bedford Main Line

Municipality	Public Ownership Area in Acres (number of parcels)	Private Ownership Land Use Area in acres (number of parcels)				
		Residential	Commercial	Industrial	Undeveloped	*Subtotal*
Right-of-Way (All Build Alternatives)						
Berkley	**0.03 (1)**	**5.50 (3)**	**-**	**0.30 (1)**	**0.80 (4)**	***6.60 (8)***
Fall River	**0.85 (1)**	**0.04 (2)**	**-**	**-**	**0.03 (1)**	***0.07 (3)***
Freetown	**0.03 (1)**	**0.12 (4)**	**-**	**-**	**0.01 (1)**	***0.13 (5)***
Lakeville	**-**	**-**	**-**	**-**	**0.16 (4)**	***0.16 (4)***
New Bedford	**0.39 (1)**	**-**	**-**	**0.34 (5)**	**-**	***0.34 (5)***
TOTAL (All Diesel Alternatives)	*1.30 (8)*	*5.66 (9)*	*-*	*0.64 (6)*	*1.00 (10)*	*7.30 (25)*
Traction Power Facilities (All Electric Alternatives)						
Berkley	**0.01 (1)**	**-**	**-**	**-**	**-**	**-**
Fall River	**-**	**-**	**-**	**-**	**0.24 (1)**	***0.24 (1)***
Freetown	**-**	**-**	**-**	**-**	**0.18 (1)**	***0.18 (1)***
Lakeville	**-**	**-**	**-**	**-**	**-**	**-**
New Bedford	**-**	**-**	**-**	**-**	**0.89 (1)**	***0.89 (1)***
TOTAL (Right-of-Way and Traction Power Facilities, All Electric Alternatives)	*1.31 (1)*	*5.66 (9)*	*-*	*0.64 (6)*	*2.31 (13)*	*8.61 (28)*

Source: MassGIS 2002, 2005; municipal data 2009, aerial mapping, and online research (various).

The Southern Triangle would require 7.30 acres of land acquisition for the diesel alternatives and 8.61 acres for the electric alternatives. Private property acquisitions include 6.0 acres (17 parcels) for the diesel alternatives, and 7.3 acres (27 parcels) for the electric alternatives. The greatest amount of affected private land along the right-of-way would be residential and undeveloped properties, totaling 5.66 and 1.00 acres, respectively (5.66 and 2.31 acres for the electric alternatives), with minimal impacts to industrial land and no effect on commercial land. Three undeveloped parcels would be affected by the traction power facility sites. The greatest amount of privately-owned land would be acquired in Berkley, and the least in Lakeville. Public property acquisitions include 1.30 acres (8 parcels) for the diesel alternatives, plus an additional 0.01 acre (1 parcel) for the electric alternatives. Public land would be acquired in all affected Southern Triangle municipalities for the right-of-way, with the exception of Lakeville.

Most of the land that would be acquired for the right-of-way or traction power facilities consists of small portions of either publicly or privately owned parcels. No business or community facility displacements would result from the Southern Triangle acquisitions along the Fall River Secondary. Residential displacement would occur in Berkley, from three homes occupying two parcels at Myricks Junction (Figures 4.2-2a). Based on the average Berkley household size of 3.1 persons, nine persons would be displaced by these acquisitions.

The above-mentioned two parcels in Berkley, at Myricks Junction, would be acquired in full. These two parcels are zoned for residential use (but land use is identified as "undeveloped" for one).

4.2.3.3 Stoughton Electric Alternative

The Stoughton Electric Alternative north of the Southern Triangle would be comprised of a portion of the Northeast Corridor and the entire Stoughton Line. This alternative would use the existing Northeast Corridor from South Station to Canton. From Canton Junction, the existing, active Stoughton Line would be used to Stoughton Station. Commuter rail service would be extended, using an out-of-service railroad bed, south through Raynham Junction to Weir Junction in Taunton, at which point this alignment joins the New Bedford Main Line.

This evaluation focuses on the existing and extended Stoughton Line segment; no construction would be required in the Northeast Corridor segment for this alternative, and the Southern Triangle segments were addressed above.

The existing Stoughton Line commuter rail double track from Canton Junction to Stoughton Station, a distance of 3.8 miles, would be upgraded to FRA Class 7 for the Stoughton Electric Alternative. A new double track would extend south of Stoughton Station to the proposed North Easton Station. The remainder of the line south to Weir Junction would be single- track, with a 2.2-mile long double-track section in Raynham, and a 0.6-mile long double-track section in Taunton. Approaching Weir Junction, an additional 0.4 mile siding track would be provided for freight use only. Weir Junction would also be reconfigured to accommodate four tracks as well as 45 MPH for operations through the curve while maintaining existing rail connections. A frontage road would be constructed in Stoughton connecting to Morton Street to eliminate multiple grade crossings, and a new grade-separated crossing is proposed at Route 138 in Raynham. All other existing at-grade road/railroad crossings would be reconfigured and/or improved to meet current safety standards. New catenary supports and wires would be constructed along the length of the line, and three new traction power facilities would be constructed. Potential direct impacts to land uses resulting from constructing the upgraded rail lines and electrical infrastructure are described below.

One existing train station (Canton Center) along the active portion of the Stoughton Line would be reconstructed. The existing Stoughton station would be deactivated and a new Stoughton station would be constructed south of the existing station. A total of five new train stations (Stoughton, North Easton, Easton Village, Raynham Park, and Taunton) would be constructed. No new layover facilities would be constructed along this segment. Potential direct impacts to land uses from reconstructing the existing and developing the new stations along the Stoughton Line are considered below.

Property Acquisition

The number, area, public or private ownership, and general land use of parcels that would be acquired in each municipality along the Stoughton Line right-of-way and for the traction power facilities for the Stoughton Electric Alternative are summarized in Table 4.2-3 and shown in Figures 4.2-3a-e.

Table 4.2-3 Stoughton Alternatives: Land Acquisition

Municipality	Public Ownership Area in Acres (number of parcels)	Private Ownership Land Use Area in acres (number of parcels)				
		Residential	Commercial	Industrial	Undeveloped	Subtotal
Right-of-Way (Stoughton Alternatives)						
Berkley	**<0.1 (1)**	**5.5 (3)**	-	**0.3 (1)**	**0.8 (4)**	***6.6 (8)***
Canton	-		**0.1 (1)**	-	--	***0.1 (1)***
Easton	**0.2 (1)**	-	-	-	-	-
Fall River	**0.9 (1)**	**<0.1 (2)**	-	-	**<0.1 (1)**	***<0.1 (3)***
Freetown	**<0.1 (1)**	**0.1 (4)**	-	-	**<0.1 (1)**	***0.1 (5)***
Lakeville	-	-	-	-	**0.2 (4)**	***0.2 (4)***
New Bedford	**0.4 (1)**	-	-	**0.3 (5)**	-	***0.3 (5)***
Raynham	-	**7.4 (10)**	**0.3 (2)**	**9.8 (3)**	**9.5 (8)**	***27.0 (23)***
Stoughton	**0.7 (4)**	**0.7 (2)**	**0.4 (4)**	-	**2.4 (6)**	***3.5 (12)***
Taunton	**1.9 (4)**	**2.0 (11)**	**0.1 (3)**	**1.4 (3)**	**2.3 (2)**	***5.8 (19)***
TOTAL (Stoughton Diesel Alternative)	*4.1 (13)*	*15.7 (32)*	*0.9 (10)*	*11.8 (12)*	*15.2 (26)*	*43.6 (80)*
Traction Power Facilities (Stoughton Electric Alternative)						
Berkley	**<0.1 (1)**	-	-	-	-	-
Canton	-	-	-	-	**0.5 (1)**	***0.5 (1)***
Easton	**1.1 (1)**	-	-	-	-	-
Fall River	-	-	-	-	**0.2 (1)**	***0.2 (1)***
Freetown	-	-	-	-	**0.2 (1)**	***0.2 (1)***
New Bedford	-	-	-	-	**0.2 (1)**	***0.2 (1)***
Taunton	-	**<0.1 (2)**	-	**<0.1 (1)**	-	***<0.1 (3)***
TOTAL (Right-of-Way and Traction Power Facilities, Stoughton Electric Alternative)	*5.2 (15)*	*<15.8 (34)*	*0.9 (10)*	*<11.9 (13)*	*16.3(30)*	*44.7 (87)*

Source: MassGIS 2002, 2005; municipal data 2009, aerial mapping, and online research (various).

This segment would require 43.6 acres (80 parcels) of privately owned land for the right-of-way, plus an additional 1.1 acres (7 parcels) for traction power facilities. The majority of the affected private land along the Stoughton Line right-of-way would be undeveloped property, totaling 16.3 acres, with some impacts to industrial and residential land and little impacts to commercial land. The most area of private land would be acquired in Raynham, with less land acquired in Berkley, Taunton, and Stoughton, and little land acquired in Lakeville, Freetown, New Bedford, Fall River or Canton, and no private land

acquisition in Easton. Moderate areas of undeveloped land would be acquired for traction power facilities in Canton, Freetown, New Bedford, and Fall River, and for the Frontage Road in Stoughton.

Public property acquisitions include 4.1 acres (13 parcels) for the diesel alternatives, plus an additional 1.1 acre (2 parcels) for the electric alternatives. Some public land would be acquired for the right-of-way and traction power facilities in Berkley, Freetown, New Bedford, Fall River, Easton, Stoughton and Taunton. No public land would be affected in Canton, Lakeville or Raynham, where a utility corridor owned by Taunton Municipal Power & Light occupies the former Stoughton track right-of-way.[12] No business or community facility displacements would result from these acquisitions along the Stoughton Line. Residential displacement would occur in Raynham, from one home occupying one parcel south of Raynham Junction (Figure 4.2-3d). Based on the average Raynham household size of 2.8 persons, three persons would be displaced by this acquisition.

Two parcels in Raynham, near Raynham Junction, would be acquired in full. These two parcels are zoned for residential use (but land use is identified as "forest" and "residential"). The residential displacement noted above would be from one of these parcels.

Most of the land that would be acquired for the Stoughton Line right-of-way or traction power facilities consists of small portions of either publicly or privately owned parcels. Eight of the privately owned parcels that would be acquired for the Stoughton Line right-of-way would be acquired in full.

4.2.3.4 Stoughton Diesel Alternative

The Stoughton Diesel Alternative is identical to the Stoughton Electric Alternative with the exception of the locomotive power source. Diesel-powered train service differs from electric-powered service in not requiring electrical infrastructure. Traction power facilities would not be necessary, and the footprint of the area impacted is therefore smaller. The right-of-way subtotal in Table 4.2-3 and areas outlined in Figures 4.2-3a-e show parcel acquisition required for the Stoughton Diesel Alternative.

This segment would require 43.6 acres (80 parcels) of privately owned land and 4.1 acres (13 parcels) of publicly owned land (see Table 4.2-3). The majority of the affected private land along the Stoughton Line right-of-way for the Stoughton Diesel Alternative would be residential property, totaling 15.7 acres (32 parcels). There would be similar impacts to undeveloped property, totaling 15.2 acres (26 parcels), as well as some impacts to industrial land and minor impacts to commercial land. The most area of private land would be acquired in Raynham, with considerably less land acquired in Berkley, Stoughton and Taunton, little land acquired in Lakeville, Freetown, New Bedford, Fall River or Canton, and no private land acquisition in Easton. All other aspects of the Stoughton Diesel Alternative relevant to land uses are the same as for the Stoughton Electric Alternative described in Section 4.2.3.3, above.

4.2.3.5 Whittenton Electric Alternative

The Whittenton Electric Alternative is a variant of the Stoughton Electric Alternative alignment. At Raynham Junction near the southern end of the Stoughton Line, the route would divert to the southwest, following the out-of-service Whittenton Branch. A single track would be constructed along this right-of-way, for a distance of 3.6 miles. The Whittenton Branch connects with the Attleboro Secondary at Whittenton Junction in Taunton; the Attleboro Secondary continues toward the southeast to connect with the New Bedford Main Line at Weir Junction. On this portion of the Attleboro Secondary, 2.2 miles of single-track would be reconstructed, with a 0.3-mile siding reserved for the

[12] The power line would be relocated within the rail corridor or relocated to Route 138.

proposed Dana Street Station. The southernmost portion of the Stoughton Line, from Raynham Junction to Weir Junction (a distance of 5.1 miles), would be not be used if this alternative is selected. This evaluation focuses on the Whittenton Branch and Attleboro Secondary components; other components of this alternative are described above in Sections 4.2.3.2 and 4.2.3.3 (north of Raynham Junction only). New track would be placed on the out-of-service Whittenton Branch railroad bed from Raynham Junction to Whittenton Junction. The existing public at-grade road/railroad crossings would be reconfigured and/or improved to current safety standards. New catenary supports and wires would be constructed along the length of the line. Potential direct impacts to land uses resulting from constructing the upgraded rail lines and electrical infrastructure are described below.

No traction power facilities would be constructed along the Whittenton Branch; a traction power facility required for this alternative would be constructed within the Attleboro Secondary segment. No new stations would be constructed within the Whittenton Branch portion; one new station (Dana Street) would be constructed in Taunton on the Attleboro Secondary segment. No new layover facilities would be constructed along either segment. Land acquisition requirements along the portion of the Attleboro Secondary of the Whittenton Alternative, as noted in the DEIS/DEIR, have been eliminated (other than those related to the Dana Street Station described separately in the section on station property acquisition impacts).

Property Acquisition

The number, area, public or private ownership, and general land use of parcels that would be acquired for the Whittenton Alternatives are shown in Table 4.2-4 and Figures 4.2-4a-b. Table 4.2-4 summarizes the parcels by municipality to be acquired that would be used for the Whittenton Alternatives.

For the right-of-way and traction power facilities, the Whittenton Electric Alternative would require 54.4 acres (83 parcels) of privately owned land from the combination of the Whittenton Branch, the northern portion of the Stoughton Line, and the southeastern portion of the Attleboro Secondary. No residential, business, or community facility displacements would result from these small acquisitions. Although the Whittenton Branch is owned by the Commonwealth, minor acquisitions would be needed along the right-of-way to accommodate ancillary facilities, including traction power facilities. The majority of the affected private land along the Whittenton Branch right-of-way would be undeveloped property, totaling 17.1 acres (32 parcels), with some impacts to residential, commercial or industrial land. The most area of private land would be acquired in Raynham, with considerably less land acquired in Berkley, Taunton and Stoughton, and little land acquired in Canton, Lakeville, Freetown, New Bedford and Fall River.

The Whittenton alternatives would require the acquisition of 3.3 acres (11 parcels) of public land. No public land would be acquired in Canton, Raynham, Taunton, and Lakeville, but would be acquired in the other municipalities along the Whittenton Branch, the northern portion of the Stoughton Line, and the southeastern portion of the Attleboro Secondary. Moderate areas of undeveloped land would be acquired for traction power facilities in Canton, and less land would be acquired for power facilities in Taunton, Freetown, New Bedford, and Fall River.

All property that would be acquired for the Whittenton Branch or relevant segments of the Stoughton Line and Attleboro Secondary right-of-way, or the traction power facilities along the Stoughton Line and Attleboro Secondary, consists of small portions of either publicly or privately owned parcels.

Table 4.2-4 Whittenton Alternatives: Land Acquisition

Municipality	Public Ownership Area in Acres (number of parcels)	Private Ownership Land Use Area in acres (number of parcels)				
		Residential	Commercial	Industrial	Undeveloped	Subtotal
Right-of-Way (Whittenton Alternatives: Whittenton Branch, Stoughton Line & Attleboro Secondary)						
Berkley	**<0.1 (1)**	**5.5 (3)**	**-**	**0.3 (1)**	**0.8 (4)**	**6.6 (8)**
Canton	**-**	**-**	**0.1 (1)**	**-**	**-**	**0.1 (1)**
Easton	**0.2 (1)**	**-**	**-**	**-**	**-**	**-**
Fall River	**0.9 (1)**	**<0.1 (2)**	**-**	**-**	**<0.1 (1)**	**<0.1 (3)**
Freetown	**<0.1 (1)**	**0.1 (4)**	**-**	**-**	**<0.1 (1)**	**0.1 (5)**
Lakeville	**-**	**-**	**-**	**-**	**0.2 (4)**	**0.2 (4)**
New Bedford	**0.4 (1)**	**-**	**-**	**0.3 (5)**	**-**	**0.3 (5)**
Raynham	**-**	**7.4 (10)**	**8.5 (3)**	**9.8 (3)**	**12.5 (9)**	**38.2 (25)**
Stoughton	**0.7 (4)**	**0.7 (2)**	**0.4 (4)**		**2.4 (6)**	**3.5 (12)**
Taunton	**-**	**-**	**-**	**4.2 (10)**	**0.1 (3)**	**4.3 (13)**
TOTAL (Whittenton Diesel Alternative)	**2.2 (9)**	**13.7 (21)**	**9.0 (8)**	**14.6 (19)**	**16.0 (28)**	***53.3 (76)***
Traction Power Facilities (Whittenton Electric Alternative)						
Berkley	<0.1 (1)	-	-	-	-	-
Canton	-	-	-	-	0.5 (1)	0.5 (1)
Easton	1.1 (1)	-	-	-	-	-
Fall River	-	-	-	-	0.2 (1)	0.2 (1)
Freetown	-	-	-	-	0.2 (1)	0.2 (1)
New Bedford	-	-	-	-	0.2 (1)	0.2 (1)
Taunton	-	0.1 (2)	-	<0.1 (1)	-	<0.1 (3)
TOTAL (Right-of-Way and Traction Power Facilities, Whittenton Electric Alternative)	3.3 (11)	13.7 (23)	9.0 (8)	14.6 (20)	17.1 (32)	54.4 (83)

Source: MassGIS 2002, 2005; municipal data 2009, aerial mapping, and online research (various).

4.2.3.6 Whittenton Diesel Alternative

The Whittenton Diesel Alternative is identical to the Whittenton Electric Alternative with the exception of the locomotive power source. As described above for the Stoughton Diesel Alternative, diesel-powered train service differs from electric-powered service in not requiring electrical infrastructure, and thus requires a smaller footprint. In the Southern Triangle and along the Stoughton Line (north of Raynham Junction only), the land acquisition impacts of the Whittenton Diesel Alternative would be the same as described for the Stoughton Diesel Alternative. Along the Whittenton Branch, impacts of the Whittenton Diesel Alternative are anticipated to be a similar negligible amount (0.2 acre on 4 parcels). The right-of-way subtotal in Table 4.2-4 and areas outlined in Figures 4.2-4a-b show parcel acquisition required for the Whittenton Diesel Alternative.

The Whittenton Alternatives would require 53.3 acres (76 parcels) of privately owned land and 3.3 acres (11 parcels) of publicly owned land (see Table 4.2-4). The majority of the affected private land along the Whittenton Line right-of-way for the Whittenton Diesel Alternative would be undeveloped property, totaling 16.0 acres (28 parcels). There would be lesser impacts to industrial, residential, and commercial property, and minor impacts to public land. All other aspects of the Whittenton Diesel Alternative relevant to land uses are the same as for the Whittenton Electric Alternative described in Section 4.2.3.5, above.

4.2.3.7 Stations

This section provides basic descriptions of each train and/or bus station and a list of the parcels to be acquired, in whole or in part, to construct or reconstruct these stations for the South Coast Rail project.

Battleship Cove

The Battleship Cove Station would be a new train station constructed along the Fall River Secondary that would serve all Build alternatives. It would be located on Water Street in Fall River, near the southern terminus of the Fall River Secondary (Figure 4.2-24).

The Battleship Cove Station site is a previously developed parcel that is within the Ponta Delgada Plaza. This station would require 0.28 acre (1 parcel) of publicly owned land that MassDOT plans to lease, rather than acquire, from the city of Fall River (parcel number Y-1-3); therefore, no land acquisition would be required for constructing the Battleship Cove Station (Figure 4.2-3b), and there would be no direct effects to land use at this location. No residential, business, or community facility displacements would result from this acquisition for the Battleship Cove Station.

Canton Center

The Canton Center Station is an existing train station along the Stoughton Line that would serve the all Build Alternatives. It is located at 710 Washington Street in Canton. This station would be reconstructed; it would be modified to accommodate a second track. No land acquisition would be required for reconstructing the Canton Center Station (Figure 4.2-25). There would be no direct effects to land at this location.

Canton Junction

The Canton Junction Station is an existing train station at the junction of the Stoughton Line and the Northeast Corridor which would serve all Build alternatives. It is located at the intersection of Beaumont and Sherman Streets in Canton. No land acquisition would be required for the Canton Junction Station (Figure 4.2-26). There would be no direct effects to land uses at this location.

Dana Street Station (Whittenton Alternatives)

The Dana Street Station in Taunton would be a new train station constructed along the Attleboro Secondary that would serve the Whittenton Alternatives. It would be located just south of the Danforth Street grade crossing, within walking distance of downtown Taunton.

The Dana Street Station site in Taunton is currently a vacant lot. The parcels that would be acquired and converted to transportation/utilities land use to construct the Dana Street Station are listed in Table 4.2-5 and shown in Figure 4.2-40.

Table 4.2-5 Downtown Taunton Dana Street Station: Land Acquisition

Parcel Number	Generalized Zoning	General Land Use	Area (acres)	Percent Acquisition
54-171	Industrial	Industrial	0.56	49
54-448	Residential	Industrial	0.44	100
54-449	Residential	Industrial	0.45	100
54-450	Residential	Industrial	0.47	100
54-451	Residential	Industrial	0.48	100
54-452	Residential	Industrial	0.50	100
54-453	Residential	Industrial	0.49	100
54-454	Residential	Industrial	0.35	100
54-455	Residential		0.35	100
Total			4.09	

Source: MassGIS 2002, 2005; municipal data 2009, aerial mapping, and online research (various).

The Dana Street Station in would require 100 percent acquisition of 3.53 acres encompassing eight parcels of privately owned land, as well as 49 percent acquisition of one parcel measuring 0.56 acre. These parcels are vacant or appear to have an industrial use, but they are zoned as residential properties. No residential, business, or community facility displacements would result from this acquisition for the Dana Street Station in Taunton.

Easton Village

The Easton Village Station would be a new train station constructed along the Stoughton Line that would serve the Build Alternatives. The Easton Village Station site is on Sullivan Avenue at the transition point to Mechanic Street (near the intersection with Pond Street) in Easton.

The Easton Village Station site is an undeveloped parcel surrounded by industrial and residential development. The land is currently used as a parking lot. No land acquisition would be required for constructing the Easton Village Station (Figure 4.2-3b), and there would be no direct effects to land use at this location.

Fall River Depot

The Fall River Depot Station would be a new train or bus station constructed along the Fall River Secondary to serve all Build alternatives. It would be located near the intersection of North Davol Street and Pearce Street in Fall River.

The Fall River Depot Station site is a previously developed parcel including and surrounded by commercial and industrial development. Parcels that would be acquired and converted to transportation/utilities land use to construct the Fall River Depot Station are listed in Table 4.2-6 and shown in Figure 4.2-28.

The Fall River Depot Station would require 5.11 acres of land, comprised of 4.94 acres (16 parcels) of privately owned land and 0.17 acre (1 parcel) of publicly owned land. Business displacements would result from these acquisitions. Commercial or industrial buildings on five of the parcels listed above would be acquired to construct this station. No residential or community facility displacements would result from these acquisitions for the Fall River Depot Station.

Parcel number O-15-20 is owned by the city of Fall River; all other parcels are privately owned and would be acquired in whole.

Table 4.2-6 Fall River Depot Station: Land Acquisition

Parcel Number	Ownership	Generalized Zoning	General Land Use	Area (acres)	Percent Acquisition
O-15-1	Private	Industrial	Industrial	**0.80**	**100.0**
O-15-2	**Private**	**Industrial**	Industrial	**0.32**	**100.0**
O-15-8	Private	Industrial	Industrial	**0.19**	**100.0**
O-15-9	Private	Commercial	Industrial	**0.07**	**100.0**
O-15-10	Private	Industrial	Commercial	**0.12**	**100.0**
O-15-18	Private	Industrial	Industrial	**1.52**	**100.0**
O-15-20	**Public**	**Industrial**	Industrial	**0.17**	**100.0**
O-15-31	**Private**	**Industrial**	**Undeveloped**	**0.03**	**100.0**
O-15-32	**Private**	**Industrial**	**Industrial**	**0.35**	**100.0**
O-15-34	**Private**	**Industrial**	**Industrial**	**0.04**	**100.0**
O-22-5	**Private**	**Commercial**	**Commercial**	**0.12**	**100.0**
O-22-6	**Private**	**Residential**	**Residential**	**0.10**	**100.0**
O-22-7	**Private**	**Residential**	**Commercial**	**0.12**	**100.0**
O-22-8	Private	Commercial	**Commercial**	**0.53**	**100.0**
O-22-11	Private	Commercial	**Industrial**	**0.47**	**100.0**
O-22-16	Private	Commercial	Commercial	0.12	**100.0**
O-22-17	Private	Commercial	Commercial	0.04	**100.0**
TOTAL				**5.11**	

Source: MassGIS 2002, 2005; municipal data 2009, aerial mapping, and online research (various).
1 Parcels O-15-0009 and O-15-0010 are included with Parcel O-15-0008 in Fall River assessor records.
2 Parcel O-22-0017 is included with Parcel O-22-0005 in Fall River assessor records.

Freetown

The Freetown Station would be a new train or bus station constructed along the Fall River Secondary to serve all Build alternatives. It would be located along South Main Street in Freetown.

The Freetown Station site is a previously developed parcel surrounded by low density residential development and undeveloped land. The parcel that would be acquired and converted to transportation/utilities land use to construct the Freetown Station is listed in Table 4.2-7 and shown in Figure 4.2-29.

Table 4.2-7 Freetown Station: Land Acquisition

Parcel Number	Ownership	Generalized Zoning	General Land Use	Area (acres)	Percent Acquisition
233-19	Private	Commercial	Undeveloped	4.18	15

Source: MassGIS 2002, 2005; municipal data 2009, aerial mapping, and online research (various).
TBD To be determined.

The Freetown Station would require acquisition of 4.18 acres (1 parcel, parcel 233-19) of privately owned land. No residential, business, or community facility displacements would result from this acquisition for the Freetown Station. Less than 50 percent of parcel number 233-19 would be acquired for the Freetown Station.

King's Highway

The King's Highway Station would be a new station constructed along the New Bedford Main Line to serve all Build alternatives. It would be located near the intersection of King's Highway and Tarkiln Hill Road in northern New Bedford.

The King's Highway Station site is a previously developed parcel surrounded by industrial development. This station would share a parking lot with adjacent businesses; no land acquisition would be required (Figure 4.2-30). There would be no direct effects to land uses at this location.

North Easton

The North Easton Station would be a new train station constructed along the Stoughton Line that would serve all Build Alternatives. It would be located at 21 Washington Street in Stoughton, behind the Roche Brothers Plaza.

The North Easton Station site is an undeveloped parcel surrounded by commercial development. Parcels that would be acquired and converted to transportation/utilities land use to construct the North Easton Station are listed in Table 4.2-8 and shown in Figure 4.2-31.

The North Easton Station would require 8.81 acres (6 parcels) of privately owned land. No residential, business, or community facility displacements would result from these acquisitions for the North Easton Station.

Table 4.2-8 North Easton Station: Land Acquisition

Parcel Number	Ownership	Generalized Zoning	General Land Use	Area (acres)	Percent Acquisition
1U-1-1	Private	Residential	**Undeveloped**	**1.65**	**8.0**
1U-1-48	Private	Commercial	Undeveloped	**1.00**	**27.0**
060-006	Private	Commercial	Undeveloped	**6.31**	**100.0**
060-008	Private	Commercial	Commercial	**0.59**	**15.0**
060-009	Private	Commercial	Commercial	**0.69**	**20.0**
TOTAL				**10.24**	

Source: MassGIS 2002, 2005; municipal data 2009, aerial mapping, and online research (various).
TBD To be determined.
Note Additional property tax revenue losses may result from small and/or partial acquisitions that cannot be determined at this phase.

Less than 50 percent of parcel numbers 1U-1-1, 1U-1-48, 060-006, 060-008, and 060-009,would be acquired. More than 50 percent of parcel number 060_006 would be acquired.

Raynham Park

The Raynham Park Station would be a new train station constructed along the Stoughton Line that would serve the Stoughton or Whittenton Alternatives. It would be located at 1958 Broadway in Raynham, at the former Raynham Park Greyhound Track.

The Raynham Park site is a developed parcel surrounded by recreational development and undeveloped land. Parcels that would be acquired and converted to transportation/utilities land use to construct the Raynham Park Station are listed in Table 4.2-9 and shown in Figure 4.2-32.

The Raynham Park Station would require 11.90 acres (2 parcels) of privately owned land. Commercial buildings on parcel number 1-19-1 would be acquired to construct this station. The business present on this parcel is Raynham Park Simulcast Center. A proposal for developing a slots parlor casino on the Simulcast Center property exists at the time of the preparation of the FEIS/FEIR, but the outcome of this proposal is uncertain as there is a competitive process to determine the location of the new casino.[13] No residential, business, or community facility displacements would result from the property acquisitions for the Raynham Park Station.

Table 4.2-9 Raynham Park Station: Land Acquisition

Parcel Number	Ownership	Generalized Zoning	General Land Use	Area (acres)	Percent Acquisition
1-15	**Private**		**Commercial**	**3.09**	**34.0**
1-19-1	**Private**		**Commercial**	**8.81**	**59.0**
TOTAL				**11.90**	

Source: MassGIS 2002, 2005; municipal data 2009, aerial mapping, and online research (various).
TBD To be determined.
Note Additional property tax revenue losses may result from small and/or partial acquisitions that cannot be determined at this phase.

Less than 50 percent of parcel number 1-15 would be acquired. More than 50 percent of parcel number 1-19-1 would be acquired.

Stoughton

The Stoughton Station would be a new train station along the Stoughton Line that would serve all Build Alternatives. In order to accommodate a second track, the existing Stoughton Station would be shifted from its location between Porter and Wyman Streets to a new location south of the Wyman Street at-grade crossing.

Land uses and zoning designations of the parcels that would be acquired to reconstruct the Stoughton Station are listed in Table 4.2-10 and shown in Figure 4.2-33.

Table 4.2-10 Stoughton Station: Land Acquisition

Parcel Number	Ownership	Generalized Zoning	General Land Use	Area (acres)	Percent Acquisition
053-101	**Private**	**Industrial**	**Industrial**	**1.05**	**100**
053-102	**Private**	**Industrial**	**Commercial**	**4.42**	**100**
054-110	Private	Commercial	Commercial	0.04	2
054-401	Private	Commercial	Commercial	0.01	10
054-406	**Private**	**Industrial**	**Industrial**	**1.90**	**100**
054-407	Private	Industrial	Undeveloped	0.02	10
TOTAL				**7.44**	

Source: MassGIS 2002, 2005; municipal data 2009, aerial mapping, and online research (various)

The Stoughton Station would require 7.44 acres of privately owned industrial, undeveloped and commercial land. Four parcels would be obtained in entirety; 10 percent or less of two other parcels

[13] http://www.bostonglobe.com/metro/2013/06/11/raynham-park-strikes-deal-with-town-over-slot-machine-parlor/1QLjMn7wbBFwoq505pvoeL/story.html

would be acquired. No residential or community facility displacements would result from this acquisition of land for the Stoughton Station. Business displacements would occur and job losses may result on Parcels 053-101, 053-102 and 054-406. A small portion of the parking lot on Parcel 054-110 would be acquired, with no business displacement or job loss. The other two parcels are undeveloped or vacant; business displacements or job losses would not result from acquiring these parcels.

Relocating the Stoughton Station to the Preferred Alternative site would open up 2.5 acres of land for potential redevelopment. MBTA owns this property and it would be released for sale and redevelopment. This land, currently occupied by tracks and parking areas, is on the east side of the proposed tracks.

Taunton (Stoughton Alternatives)

The Taunton Station would be a new train station constructed along the Stoughton Line that would serve the Stoughton Alternatives. It would be located along Arlington Street near Dean Street (Route 44), adjacent to a historic train station in Taunton.

The Taunton Station site is a previously developed parcel surrounded by commercial development. Parcels that would be acquired and converted to transportation/utilities land use to construct the Taunton Station are listed in **Table** 4.2-11 and shown in Figure 4.2-34.

Table 4.2-11 Taunton Station: Land Acquisition

Parcel Number	Ownership	Generalized Zoning	General Land Use	Area (acres)	Percent Acquisition
55-759	Private	Industrial	Undeveloped	1.53	100.0
55-760	Private	Industrial	Undeveloped	7.44	100.0
55-761	Private	Industrial	Undeveloped	0.51	100.0
55-762	Private	Industrial	Undeveloped	0.50	100.0
55-763	Private	Industrial	Undeveloped	0.25	100.0
55-764	Private	Industrial	Undeveloped	0.64	100.0
Pub-ROW	Public	Industrial	Undeveloped	0.95	100.0
TOTAL				**11.82**	

Source: MassGIS 2002, 2005; municipal data 2009, aerial mapping, and online research (various).

The Taunton Station would require 11.82 acres of land, comprised of 10.87 acres (6 parcels) of privately owned land and 0.95 acre (1 parcel) of publicly owned land. No residential, business, or community facility displacements would result from these acquisitions for Taunton Station.

Parcel number Pub-ROW is owned by the city of Taunton. All seven parcels would be wholly acquired.

Taunton Depot

The Taunton Depot Station would be a new train station constructed along the New Bedford Main Line that would serve all Build alternatives. It would be located at 872 County Street in Taunton, behind the existing Target plaza.

The Taunton Depot Station site is an undeveloped parcel adjacent to commercial development and undeveloped lands. Parcels that would be acquired and converted to transportation/utilities land use to construct the Taunton Depot Station are listed in Table 4.2-12 and shown in Figure 4.2-35.

Table 4.2-12 Taunton Depot Station: Land Acquisition

Parcel Number	Ownership	Generalized Zoning	General Land Use	Area (acres)	Percent Acquisition
107-47	Private	Residential	Commercial	0.56	100.0
107-48	Private	Industrial	Undeveloped	10.97	40.0
TOTAL				**11.53**	

Source: MassGIS 2002, 2005; municipal data 2009, aerial mapping, and online research (various).

The Taunton Depot Station would require 11.53 acres (2 parcels) of privately owned land. No residential, business, or community facility displacements would result from these acquisitions for the Taunton Depot Station.

Less than 50 percent of parcel number 107-57 would be acquired for the Taunton Depot. Parcel number 107-47 would be wholly acquired.

Whale's Tooth

The Whale's Tooth Station would be a new train station constructed along the New Bedford Main Line constructed to serve all Build alternatives. It would be located near the intersection of Acushnet Avenue and Hillman Street, near the southern terminus of the New Bedford Main Line.

The Whale's Tooth Station site is a previously developed parcel surrounded by industrial development. The city of New Bedford recently constructed a parking lot at this site in anticipation of the proposed South Coast Rail project. No land acquisition would be required for constructing the Whale's Tooth Station (Figure 4.2-3b), and there would be no direct effects to land use at this location (Figure 4.2-36).

4.2.3.8 Layover Facilities

Two overnight layover facilities are planned for the Southern Triangle: one each at or near the end of the Fall River Secondary and the New Bedford Main Line. The Wamsutta site was selected as layover facility for the New Bedford Main Line and Weaver's Cove East was selected for the Fall River Secondary (see Chapter 3). This section provides basic descriptions of each of the selected layover facility sites and a list of the parcels to be acquired, in whole or in part, to construct these facilities for the South Coast Rail project.

Wamsutta

The Wamsutta site layover facility would be constructed along the New Bedford Main Line and would serve all Build alternatives. It would be located in New Bedford near the intersection of Wamsutta Street and Herman Melville Boulevard, near the southern terminus of the New Bedford Main Line, just north of the Whale's Tooth Station.

The Wamsutta site layover facility alternative location is a previously developed site, currently used as a rail yard for CSX, within an industrial area. The parcel that would be acquired to construct a layover facility at the Wamsutta site is shown in Figure 4.2-37.

The layover facility at the Wamsutta site would require 5.90 acres (1 parcel) of publicly owned land. No residential, business, or community facility displacements would result from this acquisition for the Wamsutta site. Parcel number 72-275 is owned by Housing 70 Corporation (the city of New Bedford).

Weaver's Cove

The Weaver's Cove site layover facility would be constructed along the Fall River Secondary and would serve all Build alternatives. It would be located in Fall River west of Main Street between the existing Fall River Secondary and Main Street, approximately 2.5 miles from the southern terminus of the Fall River Secondary.

Currently vacant land, a portion of the Weaver's Cove East site was previously developed. Approximately one-half of the site is cleared of vegetation or includes remnant building foundations; the remainder of the site is vegetated. Surrounding land to the north, east, and south is residential; industrial land use is present to the southwest. Undeveloped land is immediately west of the site, adjoining the Taunton River. The land acquisition necessary to construct a layover facility at the Weaver's Cove East site is shown in Figure 4.2-38.

The layover facility at the Weaver's Cove site would require 18.43 acres (2 parcels) of privately owned land.

More than 50 percent of parcel number T-15-33 would be acquired. Parcel numberT-1-38 would be wholly acquired. Parcel T-15-0033 incorporates Parcel T-15-1 in the city of Fall River Assessor's records. Figure 4.2-38 depicts both parcels.

Summary of Layover Facility Effects

Table 4.2-13 summarizes the land acquisition for the layover facility sites. Private land acquisition would range from 0.0 acres for the Wamsutta site to 18.43 acres for the Weaver's Cove site. The Wamsutta site would require an acquisition of 5.90 acres (1 parcel) of public land.

Table 4.2-13 Summary of Layover Facility Land Acquisition

Layover Facility Site	Public Ownership Area in acres (number of parcels)	Private Ownership Land Use Area in acres (number of parcels)				
		Residential	Commercial	Industrial	Undeveloped	Subtotal
Wamsutta Site	5.90 (1)	-	-	-	5.90 (1)	5.90 (1)
Weaver's Cove Site	-	-	-	-	18.43 (2)	18.43 (2)

4.2.3.9 Summary

The Build Alternatives would all require property acquisitions outside existing rights-of-way to accommodate the new stations and rail infrastructure. Summary tables of property impacts by municipality for the Stoughton Alternatives (Diesel and Electric) and Whittenton Electric Alternative are provided in Tables 4.2-14 and 4.2-15, respectively. The total acreage of land use impacts of the Stoughton Alternatives (134.5 to 136.7 acres) is slightly greater than the total acreage of land use impacts of the Whittenton Alternatives (134.6 to 136.8 acres). The electric versions of each of the rail alternatives require slightly larger amounts of land acquisition than the diesel versions because of the need for traction power substations with the electric alternatives. Property acquisitions and compensation of affected property owners would be conducted in accordance with federal and state requirements.

Table 4.2-14 Stoughton Alternatives: Land Acquisition Summary by Municipality

Municipality	Public Ownership Area in acres (number of parcels)	Private Ownership Land Use Area in acres (number of parcels)				
		Commercial	Industrial	Residential	Undeveloped	Subtotal
Alignment						
Canton	-	0.1 (1)	-	-	-	0.1 (1)
Stoughton	0.7 (4)	0.4 (4)	-	0.7 (2)	2.4 (6)	3.5 (12)
Easton	0.2 (1)	-	-	-	-	-
Raynham	-	0.3 (2)	9.8 (3)	7.4 (10)	9.5 (8)	27.0 (23)
Taunton	1.9 (4)	0.1 (3)	1.4 (3)	2.0 (11)	2.3 (2)	5.8 (19)
Berkley	<0.1 (1)	-	0.3 (1)	5.5 (3)	0.8 (4)	6.6 (8)
Lakeville	-	-	-	-	0.2 (4)	0.2 (4)
Freetown	<0.1 (1)	-	-	0.1 (4)	<0.1 (1)	0.1 (5)
New Bedford	0.4 (1)	-	0.3 (5)	-	-	0.3 (5)
Fall River	0.9 (1)	-	-	<0.1 (2)	<0.1 (1)	<0.1 (3)
Subtotal	4.1 (13)	0.9 (10)	11.8 (12)	15.7 (32)	15.2 (26)	43.6 (80)
Traction Power Substations						
Canton	-	-	-	-	0.5 (1)	0.5 (1)
Easton	1.1 (1)	-	-	-	-	-
Taunton	-	-	<0.1 (1)	<0.1 (2)	-	<0.1 (3)
Berkley	<0.1 (1)	-	-	-	-	-
Freetown	-	-	-	-	0.2 (1)	0.2 (1)
New Bedford	-	-	-	-	0.2 (1)	0.2 (1)
Fall River	-	-	-	-	0.2 (1)	0.2 (1)
Subtotal	1.1 (2)	-	<0.1 (1)	<0.1 (2)	1.1 (4)	1.1 (7)
Stations						
Stoughton	-	4.5 (3)	2.9 (2)	-	<0.1 (1)	7.4 (6)
Easton	-	1.3 (2)	-	-	9.0 (3)	10.3 (5)
Raynham	-	11.9 (2)	-	-	-	11.9 (2)
Taunton	1.0 (1)	2.1 (2)	-	-	20.3 (6)	22.4 (8)
Freetown	-	-	-	-	4.2 (1)	4.2 (1)
New Bedford	-	-	-	-	-	-
Fall River	0.2 (1)	1.1 (6)	3.9 (9)	0.1 (1)	<0.1 (1)	5.1 (17)
Subtotal	1.2 (2)	20.9 (15)	6.8 (11)	0.1 (1)	33.5 (12)	61.3 (39)
Layover Facilities						
New Bedford	5.9 (1)	-		-	-	-
Fall River	-	-	18.4 (2)	-	-	18.4 (2)
Subtotal	4.9 (1)	-	18.4 (2)	-	-	18.4 (2)
TOTAL	**12.3 (18)**	**21.8 (25)**	**37.0 (26)**	**15.8 (35)**	**49.8 (42)**	**124.4(128)**

Source: MassGIS 2002, 2005; municipal data 2009, aerial mapping, and online research (various).

Table 4.2-15 Whittenton Electric Alternatives: Land Acquisition Summary by Municipality

Municipality	Public Ownership Area in acres (number of parcels)	Private Ownership Land Use Area in acres (number of parcels)				
		Commercial	Industrial	Residential	Undeveloped	Subtotal
Alignment						
Canton	-	0.1 (1)	-	-	-	0.1 (1)
Stoughton	0.7 (4)	0.4 (4)	-	0.7 (2)	2.4 (6)	3.5 (12)
Easton	0.2 (1)	-	-	-	-	-
Raynham	-	8.5 (3)	9.8 (3)	7.4 (10)	12.5 (9)	38.2 (25)
Taunton	-	-	4.2 (10)	-	0.1 (3)	4.3 (13)
Berkley	<0.1 (1)	-	0.3 (1)	5.5 (3)	0.8 (4)	6.6 (8)
Lakeville	-	-	-	-	0.2 (4)	0.2 (4)
Freetown	<0.1 (1)	-	-	0.1 (4)	<0.1 (1)	0.1 (5)
New Bedford	0.4 (1)	-	0.3 (5)	-	-	0.3 (5)
Fall River	0.9 (1)	-	-	<0.1 (2)	<0.1 (1)	<0.1 (3)
Subtotal	2.2 (9)	9.0 (8)	14.6 (19)	13.7 (21)	16.0 (28)	53.3 (76)
Traction Power Substations						
Canton	-	-	-	-	0.5 (1)	0.5 (1)
Easton	1.1 (1)	-	-	-	-	-
Taunton	-	-	<0.1 (1)	<0.1 (2)	-	<0.1 (3)
Berkley	<0.1 (1)	-	-	-	-	-
Freetown	-	-	-	-	0.2 (1)	0.2 (1)
New Bedford	-	-	-	-	0.2 (1)	0.2 (1)
Fall River	-	-	-	-	0.2 (1)	0.2 (1)
Subtotal	1.1 (2)	-	<0.1 (1)	<0.1 (2)	1.1 (4)	1.1 (7)
Stations						
Stoughton	-	4.5 (3)	2.9 (2)	-	<0.1 (1)	7.4 (6)
Easton	-	1.3 (2)	-	-	9.0 (3)	10.3 (5)
Raynham	-	11.9 (2)	-	-	-	11.9 (2)
Taunton	1.0 (1)	1.5 (1)	4.1 (9)	-	9.3 (5)	14.9 (15)
Freetown	-	-	-	-	4.2 (1)	4.2 (1)
New Bedford	-	-	-	-	-	-
Fall River	0.2 (1)	1.0 (6)	3.9 (9)	0.1 (1)	<0.1 (1)	5.0 (17)
Subtotal	1.1 (2)	20.2 (14)	10.9 (20)	0.1 (1)	22.5 (11)	53.7 (46)
Layover Facilities						
New Bedford	5.9 (1)	-	-	-	-	-
Fall River	-	-	18.4 (2)	-	-	18.4 (2)
Subtotal	5.9 (1)	-	18.4 (2)	-	-	18.4 (2)
TOTAL	**10.3 (14)**	**29.2 (22)**	**43.9 (42)**	**13.8 (25)**	**39.6 (43)**	**126.5 (131)**

Source: MassGIS 2002, 2005; municipal data 2009, aerial mapping, and online research (various).